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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. VII., No. 5. May, 1964

1864 **1964**

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Tim Babcock

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AWARD SHEET — Letting of April 29, 1964

Project No.	Amount of Bid	Bidder	Address
I-1G 90-2(14)105 U1 Van Buren St. in Missoula to Bonner (G, GS, PCC, DR. Sign, Light and Structure) Missoula County	$1,889,137.69	Zook Bros. Const. Co.	Great Falls, Mont.
I-1G 90-2(14) 105 U4 Van Buren St. in Missoula to Bonner (Fencing) Missoula County	$ 51,508.34	U. S. Steel Corp.	Opportunity, Wash.
I 90-6(13) 296 U1 Belgrade-Bozeman (G, GS, PCC, DR. & 4 structures) Gallatin County	$2,325,330.49	Schultz & Lindsay Const. Co.	Fargo, N. Dak.
I 90-6(13)296 U2 Belgrade-Bozeman (Fencing) Gallatin County	$ 41,174.59	Sletten Const. Co.	Great Falls, Mont.
I 90-8(24)433 & F 134(7) Laurel-Mossmain and the Laurel-South (Sign, Lighting) Yellowstone County	$ 50,705.43	Midland Electric Co.	Billings, Mont.
F 8(11) & F 239(13) Wilsall-White Sul. Springs and the White Sul. Sprgs-Harlowton (G, GS, PMS, PCC, DR & widen structure) Meagher County	$ 782,452.65	S. Birch, Inc.	Great Falls, Mont.
F 154(6) & F 220(8) Cut Bank-E. & W. & The Ethridge-Shelby (G, GS, PMS & DR) Toole County	$ 586,763.28	Nilson-Smith Const. Co.	Great Falls, Mont.

Total for month—$5,737,798.02
Total for year—$14,110,476.87

BILLINGS DISTRICT SPLIT

To fill the gap left by Paul Johnson's move to Helena as Acting State Highway Engineer, two other District Engineers will each supervise the work in Paul's District.

Bill Brittain will add the Miles City Division to his territory, and Milo Lahn will handle the Billings Division.

These temporary administrative shifts were effective on May 1.

YOU SET THE EXAMPLE

Wishing to set a good example of safe driving, the Montana Highway Department has issued a directive to all employees who drive the familiar orange cars on Montana Highways. This memorandum cautions all drivers to adhere to all laws such as speed limits, construction zones, yield, and any other regulations which the average driver is expected to observe.

In issuing the statement, Acting State Highway Engineer Paul M. Johnson, said: "with the number of familiar orange cars on the highways, we should set ourselves up as careful, prudent, and courteous drivers. Maybe some of it will rub off on the other motorists, and we can cut down on accidents as a result."

All Highway vehicles are equipped with seat belts, fire extinguisher, first aid kit, and many of them have two-way radio communication facilities. All these items are valuable in the event of an accident, but serve no purpose in preventing one. Therefore, all drivers of Montana Highway Department vehicles are warned to use caution, care, and courtesy on the highways.

TIME PASSES—RULES CHANGE

This being our Centennial year, and some early day photos being used in this issue, these rules for early day stagecoach travelers seemed particularly appropriate at this time. They were discovered in an old Durango, Colorado paper.

After you read them, you will probably enjoy your trip this summer even more. Here they are:

"If the stage teams run away or are pursued by Indians, stay in the coach and take your chances. Don't jump out, for you will be either injured or scalped.

"In cold weather, abstain from liquor, for you are subject to freezling quicker if under the influence than as though you were cold sober. But if you are drinking from a bottle, pass it around. It is the only polite thing to do.

"Don't smoke a strong cigar or pipe on the stage, especially when women and children are present. If chewing tobacco, spit to the leeward side.

"Don't swear, snore or lop over on neighbors when sleeping. Let others share the buffalo robes provided in cold weather.

"Don't shoot firearms for pleasure while enroute, as it scares the horses.

"Don't grease hair with bear grease or buffalo tallos as travel is very dusty.

"Don't discuss politics or religion. Don't point out sites where robberies or Indian attacks have taken place.

"And don't imagine you are going on a picnic, for stage travel is inconvenient."

INTERSTATE STATISTICS

Nearly 16,700 miles of the 41,000-mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 5,500 miles, according to the U. S. Department of Commerce.

Information as of March 31, 1964, compiled by the Department's Bureau of Public Roads showed that 2,121 miles of the System were completed to final standards during the past 12 months, of which 126 miles were completed during the quarter ending March 31.

The total mileage in use by passenger and commercial vehicles rose from 14,543 a year ago and from 16,554 as of December 31, 1963, the date of the last survey, to 16,668 as of March 31. Forty-one percent of the Interstate System is now open to traffic.

The Interstate System will be the Nation's key highway network, serving both civilian and defense needs, and carrying about 20 percent of all traffic. Under the accelerated program launched by the Federal-Aid Highway Act of 1956 (as amended), completion of the system is scheduled for 1972. Congress has required that projects be planned to accommodate adequately the traffic anticipated 20 years beyond their design period.

All funds for the Interstate and regular Federal-aid highway programs come from Federal excise taxes levied on highway users and channeled through the Highway Trust Fund.

Of the 16,668 miles of the Interstate System now in use by motorists, 11,257 miles meet the standards of adequacy for future traffic and 3,062 miles are fully capable of handling current traffic but will need additional improvement to bring them up to the ultimate standards. Toll roads, bridges, and tunnels incorporated in the system, as permitted by law, totaled 2,349 miles.

About 73 percent of the mileage open to traffic, 12,253 miles, has been built or improved under the Federal-aid Interstate program, most of it in the 90-percent Federal, 10-percent State sharing program launched in 1956. Work on the remaining 2,066 miles (other than toll facilities) was financed by the under other programs.

In addition to the sections open to traffic, 5,457 miles were under construction with Interstate funds as of March 31, and engineering or right-of-way acquisition was in progress on another 12,349 miles. Thus, some form of work was underway or completed on 34,474 miles of the 41,000-miles system—about 84 percent of the total.

Under the controlling Federal legislation, each State receives a yearly apportionment of Federal Interstate funds for work on approved Interstate System routes. The apportionment of $2.7 billion for fiscal year 1965 was announced on July 9, 1963. The scheduling of preliminary steps and actual construction on the Interstate routes is the responsibility of the States, subject to approval and control by the Bureau of Public Roads.

The status of the Interstate System as of March 31, is as follows:

Mileage improved and open to traffic:		
Completed to full or acceptable standards:		
With Interstate funds	10,690	
With other public funds	567	11,257
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:		
With Interstate funds	1,563	
With other public funds	1,499	3,062
Toll facilities		2,349
Total mileage improved and open to traffic		16,668
Mileage under construction		5,457
Preliminary engineering or right-of-way acquisition underway		12,349
Total mileage improved or work underway		34,474

INTERSTATE STATISTICS

(Continued from page 3)

Some $19.1 billion has been put to work on the Federal-aid Interstate program since the accelerated program began in 1956. Work completed since July 1, 1956, has cost $10.51 billion, of which $8.78 billion was for construction and $1.73 billion for engineering and right-of-way acquisition. As of March 31, work estimated to cost $8.61 billion was under way or authorized, including $5.10 billion of construction and $3.51 billion of engineering and right-of-way acquisition.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extension (the ABC program) has also shown remarkable accomplishment, with $16.6 billion worth of work involving 190,745 miles of construction contracts completed or underway.

Construction contracts involving 169,497 miles in the ABC program have been completed since July 1, 1956, at a cost of $11.85 billion; and contracts involving 21,248 miles at a cost of $3.15 billion were underway on March 31. In addition, $821 million of engineering and right-of-way acquisition work had been completed and $763 million worth of such work was underway. The ABC program is financed by the Federal Government and the States on an equal-share basis.

The Highway Trust Fund, source of Federal funds for the Federal-aid highway program, received $836 million of tax revenue income during the three months ended March 31, about three-fourths of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $646 million.

AUTOMOTIVE PRODUCTION UP

News from the Automobile Manufacturers Association tells us that the Automotive Industry is producing cars and trucks at a record rate this year, and that the total number of units produced this year may exceed eight million.

As of May 1, there were already 3⅓ million units, of which 543,590 were trucks and busses, almost ⅓ million ahead of 1963.

NEWS NOTES FROM THE BPR

Henry T. Anderson, who was Area Engineer B-1, has transferred to Texas as Assistant Bridge Engineer.

Gerald N. Lind has moved to Helena from Idaho to replace Mr. Anderson as Area Engineer B-1.

Erick B. Erickson moved to Helena from Wyoming to become District Engineer in the Eastern half of the State. William S. Dunbar shifted from eastern to western District Engineer upon Allen K. Neeley's transfer to Portland.

For Federal-aid administration the Bureau of Public Roads has divided the State into two districts and in turn into six areas Two counties have been moved from B-3 to B-1 area.

INDIANAPOLIS 500 DRIVER SPEAKER

The Montana Highway Users and the Governor's Traffic Safety Council met jointly for lunch on April 27.

Jack Turner, an Indianapolis "500" driver spoke to the group about his work in helping with the establishment of Drivers Training classes around the Nation. He also told of some of his experiences as a driver at Indianapolis.

SERVICE AWARDS FOR APRIL

Loyalty and longevity are very closely associated in any organization, and we think from here on, we'll print the full list of service awards, giving credit to those loyal employees who have made the Montana Highway Department their chosen career.

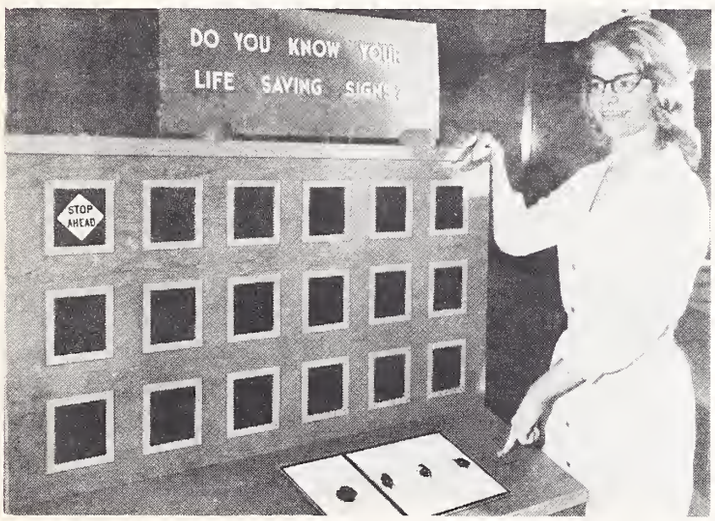
April awards were: Russell B. Barnes,

AWARDS (Cont. from page 4)

25; Charles R. Cheney, Minnie V. Convery, 20; James H. Ellis, 15; Thomas A. Biglen, Melvin E. Fichtner, H. Cecil Greaves, Bernard F. Kelly, Everett A. Redstone, and Leonard L. Thackeray, 10. All of the following received five-year awards: Edwyn K. Burris, Vance E. Cady, Gary John Franklin, James L. Green, Lloyd J. Jackson, Marvin G. Kalland, Joseph A. Magera, Sam D. Marex, Ross M. McNamara, James W. Ralston, and Eugene Vest.

NEW GAME CHECKS DRIVER

Two different fair displays will tour Montana's fair circuit this summer. One, the automated Interchange, which was used last summer will be used again at fairs which did not have it last year.



The new "sign game" illustrated above, is an educational device to test and teach individuals the shapes, colors, and wording used on our highway signs.

The four dials are turned to where the player thinks to select shape, color, wording and letter color used on the signs. He then pushes a button, and if he has selected the correct dialing, the sign lights up in one of the spaces. If he has dialed incorrectly, then a buzzer sounds, and a 'wrong selection' light goes on.

Dianne Bisonette is demonstrating the game here.

The console will be available for schools, trade shows, conventions and meetings, but will be in constant use during July and August on the fair circuit.

WAR DECLARED ON ROAD HAZARDS

Accident areas and hazardous roads will be carefully examined by the Highway Department with the thought in mind as to how the hazard can be eliminated.

"We are declaring war on such areas," says Roy Sorrells, "and we wish to carry out Governor Babcock's program of traffic safety. We know that we have many spots on our Montana Highways that have become obsolete, due to the increase of speeds, loads and volume of traffic. They were adequate when built, but have fulfilled their purpose, and now need to be rebuilt. We know that we have many miles of out-dated highways, but our finances have to be spread quite thin, and so many miles cannot be rebuilt as rapidly as we would like to.

We intend to use funds to eliminate some of the worst areas, with the thought of doing some with maintenance funds, and possibly putting enough of them together to make a contract."

"We are being asked by Governor Babcock and by resident Johnson to give this problem our immediate attention."

Some examples of the work to be done, are:

1. Widening of narrow traffic lanes.
2. Construction of stable shoulders of adequate width, or reconstruction of existing shoulders to provide additional width, including additional grading and drainage as necessary.
3. Flattening of side slopes and/or removal of roadside curbs and fixed obstructions to provide a clear recovery area for vehicles out of control.
4. Reconstruction to increase sight distances on horizontal or vertical curves.
5. Widening of narrow bridges or other structures.
6. Installation of protective devices at railroad crossings.
7. Installation of traffic control devices (including pavement markings) in conformity with the *Manual on Uniform Traffic Control Devices.*
8. Construction or reconstruction of intersections, including channelization and control devices.

(Continued on page 6)

9. Installation of guardrails, guide posts, and delineators.

10. Installation of highway lighting.

11. Construction of fencing.

12. Construction of service roads, entrances and exits, curbs, and similar facilities to regulate traffic.

WE'RE PROUD, TOO!

Cut Bank, Montana
April 8, 1964

Mr. Happy Williams,
Mr. Emerson Fisher,
Mr. H. A. (Ap) Powell,

All parents and relatives of the group of high school students who were caught in that terrible blizzard, Sunday, April 5th are deeply indebted to your men and the people of the community of St. Mary's for your great effort in saving their lives and returning them to their families in the Cut Bank area.

You men know, as we who reside in this area for so many years, that storms of Sunday's severity have often caught people ill prepared to survive such a blizzard.

Please accept our profound thanks for saving these young people. We feel your act was over and above the line of duty. Very brave men, and we thank you. One of the boys was Al Hughes, our grandson.

Most sincerely,

C. H. MINETTE.

MSC CIVIL ENGINEER ASPIRANTS

On April 13, twenty-seven Civil Engineering students from Montana State College at Bozeman visited the Highway Department.

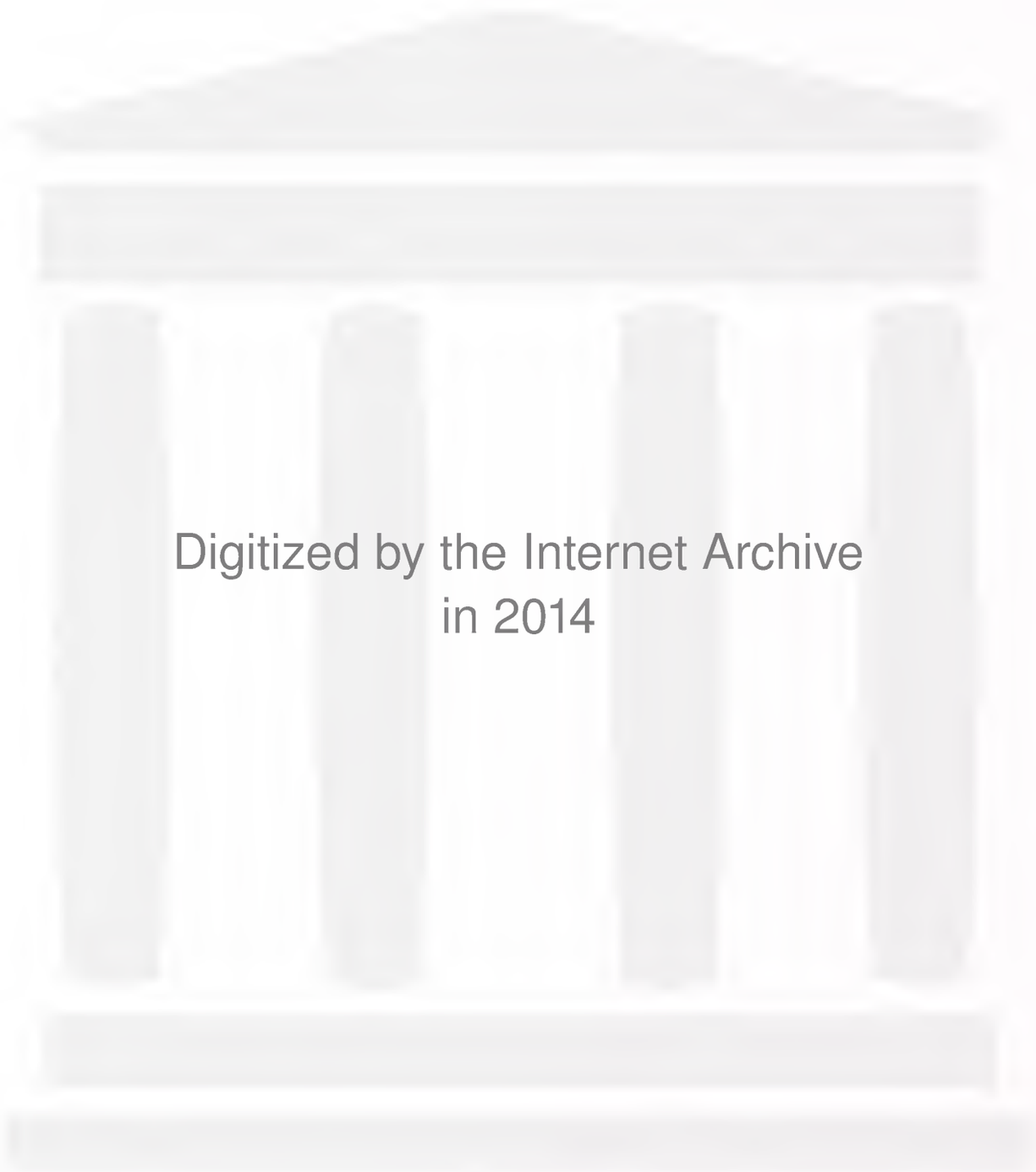
They were shown through the various departments and were given a lengthy demonstration on design, featuring the use of the Kelsh Plotter, and the IBM Section.

They were escorted by designers from the Highway Department under the supervision of John Walsh, Training-In-Service Engineer, and were welcomed by Paul M. Johnson, Acting State Highway Engineer, and a member of the class of 1926 at M.S.C.

Dave Johnson, Bill Larson, Larry Seekins, Mr. Al Scheer (Faculty Sponsor and Professor), Jim Simpson, Gary East, Harold Nickel, Robert Perman, Roger Blossom, Jim Roberts, Joe Van Mullen, Don Brownlow, Mike Mower, Don Jordan, Glenn Halvorson, Jim Lutz, Chuck Klimper, Kark Peil, Jim Zody, Gary Christian, Jack Coe, Bill McCraw, John Brown, Dick Nesbit, Duane Threlkeld, Ron Weber, Robert McCoskery, Ron Williams, Jim Baker, Leroy Melville, and Gary Thronson.

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID PRIMARY PROJECTS		
101	F 33 (6) & F 108 (9)	9-30-64	8.0 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87-S. of Roundup).
102	F 50 (10) & F 267 (13)	10-15-64	9.2 miles aggregate & plant mix bituminous surfacing. (Montana 20-E. of Lincoln).
103	F 152 (7) U 2	8-31-64	One 213 ft. prestressed concrete beam bridge-Milk River. One large structural plate pipe-Indian Service Irrigation Canal. (U.S. 2-S. of Harlem).
104	F 239 (13)	9-1-65	2.2 miles (0.1 mile Portland Cement concrete pavement, grade, drain, aggregate surface & plant mix bituminous surface. (U.S. 12-White Sulphur Springs N.E.).
	8 (11)	9-1-65	5.2 miles grade, drain, aggregate surface & plant mix bituminous surface. Widen 25 ft. timber bridge-4 mile Creek to 40 ft. roadway. (U.S. 12-White Sulphur Springs N.E.).
105	F 135 (18)	6-15-64	0.6 miles seeding & mulching. (U.S. 10-W. of Miles City.).
106	F-FG 68 (12) U 1	9-1-64	2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation. (U.S. 10A-E. of Anaconda).
	F-FG 68 (12) U 2	6-15-64	Four prestressed concrete beam bridges, dual 70 ft. Clark Fork & dual 148 ft. NP RY. (U.S. 10A-E. of Anaconda.).
	ROW-F-FG 68 (8)	6-15-64	2.7 miles fencing. (U.S. 10A-E. of Anaconda.).
107	F 134 (6)	9-30-64	0.7 miles grade, drain, surface & plant mix bituminous surface. (U.S. 212-Laurel S.).
	F 134 (7)	10-30-64	0.7 miles signing & delineation. (U.S. 212-Laurel S.).
108	F 219 (18)	6-15-64	0.2 miles grade, drain, aggregate & plant mix bituminous surface. One 65 ft. prestressed concrete beam bridge-Rattlesnake Creek. (U.S. 10-In Missoula).
109	F 220 (8)	10-31-64	3.3 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2-E. of Cut Bank.).
	F 154 (6)	10-31-64	4.2 miles grade, drain, aggregate surface and plant mix bituminous surface. (U.S. 2-E. of Cut Bank.).
110	FHP 6-2 (1), 3 (1)	1964	16.7 miles bituminous paving. (U.S. 10A-Trout Creek vicinity.).
111	F 149 (19) & F 252 (15)	9-15-64	9.8 miles, grade, drain, surface & plant mix bituminous surface. (U.S. 87-S.W. of Fort Benton.).
112	F 191 (24)	8-31-65	5.9 miles grade, drain, aggregate & plant mix bituminous surfacing. (U.S. 93-S. of Kalispell.).
	F 191 (19) U 2	9-15-64	5.5 miles seal coat oiling. (U.S. 93-S. of Kalispell.).
113	F 217 (11)	10-15-65	9.2 miles grade, drain, aggregate & plant mix bituminous surface. Relocation portion of NP RY tracks. (U.S. 89-S. of Livingston.).
114	F 245 (16)	10-30-64	5.3 miles grade, drain, aggregate & plant mix bituminous surface. One 112 ft. prestressed concrete beam bridge-Deer Creek. (Montana 16-N.E. of Glendive.).
115	U FG 228 (16)	6-15-64	1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP RR. (U.S. 10-In Billings.).
	F 228 (19) U 1	9-1-64	0.6 mile grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U.S. 10-West Billings Interchange.).
	F 228 (19) U 2	9-1-64	0.6 mile fencing. (U.S. 10-West Billings Interchange.).
	F 228 (21)	6-15-64	1.5 miles signing, signals & lighting. (U.S. 10-In Billings).
116	F 264 (8)	10-31-64	6.4 miles grade, drain, aggregate & plant mix bituminous surfacing. (U.S. 12-Townsend E.).
117	F 157 (16) U 3	9-15-64	5.0 miles seal coat oiling. (Montana 22-N.W. of Miles City.).
118	F 149 (20)	6-30-64	0.4 miles signing & delineation. (U.S. 87-N. of Great Falls.).
	F 395 (3) & F 395 (5)	6-30-64	1.5 miles signing & delineation. (14th & 15th St.-In Great Falls.).
119	F 235 (25)	6-15-64	7.6 miles grade, drain, surface, plant mix bituminous surface. One 81 ft. prestressed concrete beam bridge - Otter Creek. (U.S. 87 - W. of Stanford.).
	F 235 (31)	6-15-64	4.0 miles plant mix bituminous surface. (U.S. 87-W. of Stanford.).
120	F 114 (5)	9-1-64	2.4 miles grade, drain, surface & plant mix bituminous surfacing. (Hysham connection to Interstate.).
	F 114 (6)	10-30-64	2.4 miles signing & delineation. (U.S. 10-Hysham connection to Interstate 94.).
121	F FG 219 (16) U 1	6-15-64	9.8 miles grade, drain, surface & plant mix bituminous surfacing. (U.S. 10A-N.W. of Missoula.).
	F 219 (19)	6-15-64	9.8 miles seeding & mulching. (U.S. 10A-N.W. of Missoula.).
122	F 9999 (1)	6-15-64	119 miles signing. (U.S. 10,10A, & 93-Missoula to Kalispell.).
123	F 191 (20) U 1	6-15-64	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U.S. 93-N. of Polson.)
124	F 246 (13)	11-15-64	9.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Montana 20S-S.E. of Circle.).
126	U 227 (6) & F 388 (6)	6-15-64	2.6 miles street widening, curbs, plant mix bituminous surfacing, traffic signals & signing. (10th Ave.S.ByPass-In Great Falls.).
	F 388 (7)	6-30-64	0.6 miles highway lighting. (10th Ave.S.-In Great Falls.).
127	F 184 (15)	6-15-64	1.1 miles seeding & mulching. (U.S. 10-N. of Deer Lodge.).
128	ERFO 41 (1)* *	1964	1.0 miles grade, drain, aggregate & plant mix bituminous surfacing. One 36 ft. concrete slab bridge - Cougar Creek. (U.S. 191-N. of W. Yellowstone.).
129	F 238 (8) U 3	9-15-64	6.5 miles seal coat oiling. (Montana 287-N. of Wolf Creek.).
134	F 176 (7)	7-30-64	5.3 miles grade, drain, surface & plant mix bituminous surfacing. (Montana 20-E. of Simms.).
138	F 210 (3)	6-15-64	6.0 miles plant mix bituminous surfacing. (U.S. 89-N.W. of Browning.).
	F 227 (5)	6-15-64	4.0 miles plant mix bituminous surfacing. (U.S. 89-N.E. of Browning.).
	F 227 (6)	6-15-64	4.3 miles grade, drain, surface, & plant mix surfacing. (U.S. 89-N.W. of Browning.).
139	FHP 13-3 (1)*	1964	4.1 miles grade, drain & base. One 60 ft. reinforced concrete bridge-Bear Creek. One 26 ft. concrete slab bridge - Devil Creek. (U.S. 2-S.E.-E. Glacier.).
140	F 209 (4)	9-15-64	5.5 miles grade, drain, aggregate & plant mix bituminous surface. Four 20 ft. concrete bridges. (U.S. 191-W. of Bozeman.).
141	F 86 (22)	6-15-64	0.8 miles seeding & mulching. (U.S. 10-S.W. of Miles City.).
145	F 157 (19)	7-15-64	10.9 miles, grade, drain, surface, & plant mix bituminous surface. Widen one 164 ft. Concrete T Beam Bridge to 28 ft. roadway. S. Fork Sunday Creek. One 122 ft. prestressed concrete beam bridge-N. Fork Sunday Creek. (Montana 22-N.W. of Miles City.).
	FEDERAL AID SECONDARY PROJECTS		
201	S 311 (5)	8-31-64	0.9 miles grade, drain, aggregate & road mix bituminous surface. One 213 ft. prestressed concrete beam bridge-Milk River.(S.of Chinook.).
202	S 58 (6)	8-31-65	1.1 miles grade, drain, aggregate & plant mix bituminous surface. One 650 ft. welded steel plate girder bridge-Flathead River. One 128 ft. prestressed concrete beam overpass-NP RY. (Perma North).
203	S 236 (8)	8-30-64	1.2 miles grade, drain, surface. One 562 ft. riveted plate girder bridge. (N. of U.S. 10 & Montana 47.).
204	S 316 (11)	9-30-64	7.6 miles grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank.).
205	S 318 (4) & S 347 (11) *	8-31-65	8.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Ekalaka S.).
	S 318 (3) & S 347 (10)	8-31-64	8.2 miles fencing. (Ekalaka S.).
206	S 192 (3)	6-15-64	Dual prestressed concrete beam bridges. I 90 Separation. (S.W. of Billings.).
	S-SG 192 (4) U 1	9-1-64	1.0 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (Connection to W. Billings Interchange.).
	S-SG 192 (4) U 2	9-1-64	1.0 miles fencing. (Connection to W. Billings Interchange.).
	S-SG 192 (5)	9-30-64	One 190 ft. prestressed concrete beam overpass. -NP RY. (S.W. of Billings.).
208	S 18 (6)	10-30-64	7.3 miles grade, drain, aggregate & plant mix bituminous surface. One 112 ft. prestressed concrete beam bridge-Musselshell River. (Twodot S.).
209	FHP 11-1 (2) *	1964	32.5 miles plant mix bituminous surfacing. (U.S. 12-Lolo to Idaho State Line.).
210	S 359 (7)	10-15-64	3.0 miles grade, drain, aggregate & plant mix bituminous surfacing. One 50 ft. treated timber bridge-Drainage. (Glendive S.).
211	ERFO 41 (1) **	1964	15.6 miles grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges, 75 ft.-Grayling Creek & 124 ft.-Beaver Creek. Widen 83 ft. concrete girder bridges-Cabin Creek. (N.W. of W. Yellowstone.).
212	S-SG 218 (2)	9-30-65	0.6 miles grade, drain, aggregate & plant mix bituminous surfacing. One 34 ft. concrete underpass-Dakota Street. Two 38 ft. steel underpasses - CMSTP&P RR.
	S 218 (7)	6-15-64	1.0 mile grade, drain, aggregate & plant mix bituminous surface. (Russell St.-S. of Missoula.).
213	S 301 (13)	9-1-64	5.0 miles grade, drain, aggregate & plant mix bituminous surface. (N.W. of Havre.).
214	S 65 (6)	6-15-64	4.9 miles grade & drain. One 245 ft. prestressed concrete beam bridge-Swan River. (S. of Big Fork.).
	S 65 (7)	9-15-64	4.9 miles aggregate & plant mix bituminous surface. (S. of Big Fork.).
215	ROW S 370 (13)	6-15-64	Reset 239 rods of fencing. (W. of Wilsall.).
	S 370 (15)	6-15-64	6.7 miles grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling. (W. of Wilsall.).
216	S 307 (14)	9-1-64	6.1 miles grade, drain, aggregate & plant mix bituminous surface. Widen three timber bridges to 28 ft.-Little Battle Creek, two 75 ft.-Butte and Cowboy Steel Creek. (S.E. of Geraldine.).
217	S 389 (3)	6-15-64	2.7 miles grade, drain, bituminous stabilized base, aggregate & plant mix bituminous. (Sidney Loop.).
218	S 417 (3)	9-15-64	7.3 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Plentywood.).
219	S 85(00) U 2 & S 85 (3) U 2	6-15-64	Three prestressed concrete beam bridges. One 92 ft & 71 ft.-Horse Prairie Creek. One 71 ft.-Medicine Lodge Creek. (Armstead W.).
220	S 192 (7)	9-30-64	3.2 miles grade, drain, aggregate & plant mix bituminous surface. (N.E. of Laurel.).
221	S 129 (8)	6-15-64	7.0 miles grade, drain, surface & plant mix bituminous surfacing. (Rapelje S.).
222	S 401 (3) U 1	6-15-64	8.2 miles grade, drain & aggregate surfacing. (Plevna S.).
	S 401 (3) U 2	6-30-64	Two 132 ft. prestressed concrete beam bridges - Sandstone & S. Fk. Sandstone Cr. (Plevna S.).
223	S 290 (16) & S 307 (12)	7-1-64	4.9 miles grade, drain, surface, & plant mix bituminous surfacing. Widen three timber bridges. (N. of Geraldine S.).
224	S 413 (3)	10-30-64	1.9 miles grade, drain, aggregate & plant mix bituminous surface. One 102 ft. prestressed concrete beam bridge - Flint Creek. (S. of Drummond E.).
	S 414 (3)	10-30-64	2.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Drummond W.).
	S 413 (2)	8-1-64	1.9 miles fencing. (S. of Drummond E.).
	S 414 (2)	8-1-64	2.5 miles fencing. (S. of Drummond W.).
225	S 200 (5)	6-15-64	13.2 miles (part aggregate surface) plant mix bituminous surfacing. (Froid W.).
226	S 418 (3)	8-31-64	0.7 miles grade, drain & aggregate surface. One 245 ft. prestressed concrete bridge-Poplar River. (N.E. of Poplar.).
227	S 407 (2)	10-31-64	0.3 miles grade, drain & aggregate surface. One 457 ft. welded steel plate girder bridge-Clark Fork. (S.E. of Alberton.).
228	S 361 (12)	7-15-64	6.6 miles grade, drain, surface, & plant mix bituminous surfacing. (Girard W. to E.).
229	S 419 (3)	11-15-65	0.9 mile grade, drain, aggregate surface. 0.7 mile plant mix bituminous surface. (Approach I 90 Separation-W. of Alberton.).
230	S 15 (10)	9-1-64	15.0 miles plant mix bituminous surface. (S. of Flaxville.).
231	S 2 (15) U 2	9-15-64	1.8 miles seal coat oiling. (N. of Helena.).
232	S 68 (5) U 2	9-15-64	13.0 miles seal coat oiling. (Winifred N.).
233	S 259 (2) U 2	9-15-64	9.0 miles seal coat oiling. (N.E. of Forsyth.).
234	S 131 (3) U 2	9-15-64	6.5 miles seal coat oiling. (Brady E.).
235	S 339 (9) U 2	9-15-64	6.6 miles seal coat oiling. (S. of Chester.).
236	S 9 (10)	8-28-64	3.7 miles reshape, aggregate & plant mix bituminous surface. (S. of Boulder.).
237	S 107 (9)	11-1-64	7.0 miles grade, drain, aggregate and plant mix bituminous surface. Widen timber bridge to 32 ft. roadway. (N.E. of Conrad.).
238	S 400 (3)	11-1-64	6.4 miles grade and drain. (S. of Hamilton E.).
239	S 426 (3)	8-31-64	One 198 ft. prestressed concrete beam bridge-Gallatin River.
247	S 368 (17)	7-16-64	8.7 miles aggregate, plant mix bituminous surfacing & seal coating. (N. of Glasgow.).
248	S 402 (3)	6-15-64	7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (N.E. of Culbertson.).
250	S 121 (4)	6-15-64	11.6 miles (1.0 mile grade & drain) aggregate & plant mix bituminous surfacing. (Utica to Hobson.).
251	S 322 (7)	6-15-64	6.3 miles grade, drain, surface & plant mix bituminous surfacing. (E. of Hardin.).
	SYSTEM PROJECTS		
304	FHP 59-2 (1) & FL 59(1),(2)*	1964	8.7 miles grading, drainage, aggregate & plant mix bituminous surfacing. (S. of Red Lodge.).

* - Bureau of Public Roads Projects.
** - Bureau of Public Roads Projects. - Map Index Numbers 128 & 211 one contract.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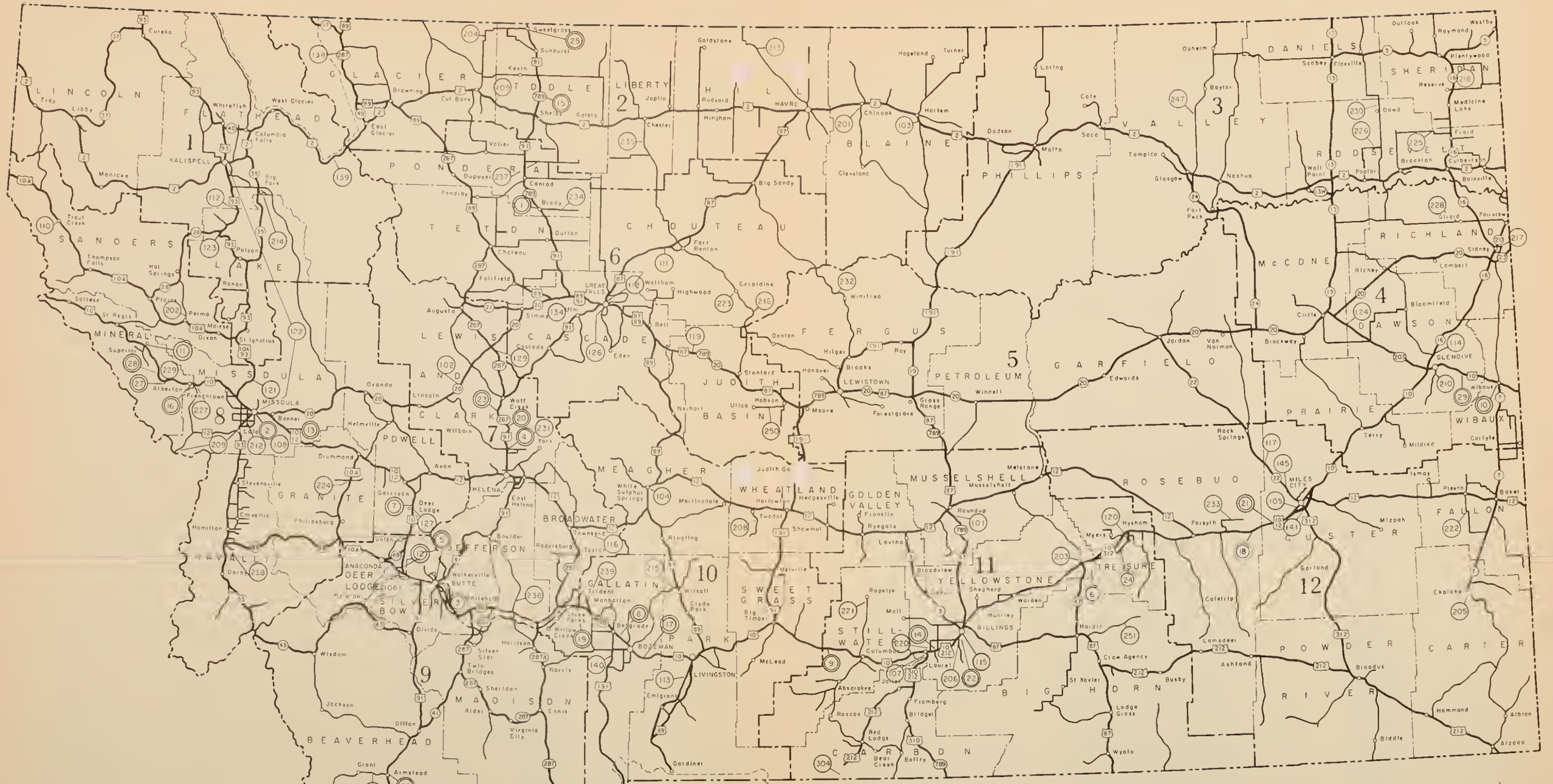


LEGEND

- (3) INDEX NUMBER (Details reverse of sheet)
- (0) U S NUMBERED PRIMARY HIGHWAY
- (18) MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT

MONTANA HIGHWAY COMMISSION

APRIL 30, 1964 (Includes contracts let April 29, 1964)

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID INTERSTATE PROJECTS		
1	I 15-6 (5) 311 U 1 &	7-1-64	11.6 miles grade, drain, surface & plant mix bituminous surfacing. (U.S. 91 - Brady S. to N.).
	I 15-7 (3) 312 U 1		
	I 15-6 (5) 312 U 2	7-1-64	1.0 mile fencing. (U.S. 91 - Brady S. to N.).
	I 15-7 (3) 312 U 3	7-1-64	10.6 miles fencing. (U.S. 91 - Brady S. to N.).
	I 15-7 (3) 312 U 2	6-15-64	Two prestressed concrete bridges. One 180 ft. brady Interchange & one 153 ft. County Road Separation. (U.S. 91 - Brady S. to N.).
	I 15-6 (6) 311 &	7-1-64	11.6 miles signing & delineation. (U.S. 91 - Brady S. to N.).
	I 15-7 (4) 312		
	I 15-6 (7) 311	6-15-64	1.0 mile seeding & mulching. (U.S. 91 - Brady S. to N.).
	I 15-7 (5) 312	6-15-64	10.6 miles seeding & mulching. (U.S. 91 - Brady S. to N.).
2	I 90-2 (14) 105	7-31-64	4.72 ft. of 2- inch A.C.F. Storm Sewer. (Van Buren St. - In Missoula).
	I-IG 90-2 (14) 105 U 1	8-31-66	4.9 miles grade, drain, cement base stabilization, aggregate surfsrs, Portland Cement concrete pavement and plant mix bituminous surfsrs. One 88 ft. steel & concrete NP RY overpass - Van Buren Street. Signing & lighting. (New alignment I 90 - Missoula E.).
	I-IG 90-2 (14) 105 U 4	8-31-66	4.5 miles fencing. (New alignment - I 90 - Missoula E.).
	I-IG 90-2 (14) 105 U 2	6-30-65	Three dual prestressed concrete beam overpasses. Two 165 ft. - Van Buren St. Interchange. Two 194 ft. - East Missoula Interchange. Two 136 ft. - County Road Separation. (New alignment - I 90 - Missoula E.).
3	I 90-4 (8) 226 U 1	9-30-65	4.8 miles four lane divided, grade, drain, cement stabilized base, aggregate surface, plant mix bituminous surfsrs & concrete pavement. (New alignment I 90 - Butte S.E.).
	I 90-4 (8) 226 U 2	5-30-65	2.8 miles fencing. (New alignment I 90 - Butte S.E.).
	I 90-4 (8) 226 U 3	7-31-64	One 246 ft. prestressed concrete beam underpass-County Road Separation. (New alignment I 90-Butte S.E.).
4	I 15-4 (6) 186 U 5	6-15-64	7.2 miles seal coat oiling. (I 15 - Helena N.).
	I 15-4 (11) 182	6-15-64	28.2 miles seeding & mulching. (I 15 - S. of Helena N.).
	I 15-4 (15) 186	6-15-64	8.2 miles signing. (I 15-Helena N.).
5	I-IG 15-2 (16) 126 U 1 &	9-30-64	2.6 miles grading, drain, surface, concrete paving, plant mix bituminous & seal coat oiling. (I 15-Butte N.).
	I 115-2 (2) 126 U 1		
	I-IG 15-2 (16) 126 U 2 &	9-30-64	Five structures. Two prestressed concrete beam overpasses. One 301 & 321 BASP NY. & CMSTP&P RY. Three steel & concrete overpasses. One 442 & 489 ft. NP RY & Clark Fork. One 244 ft. W. Butte Interchange. (I 15-Butte N.).
	I 115-2 (2) 126 U 2		
	I-IG 15-2 (16) 126 U 3	9-30-64	2.2 miles fencing. (I 15-Butte N.).
	I 115-2 (2) 126 U 3	9-30-64	0.4 miles fencing. (I 15-Butte N.).
	I-IG 15-2 (16) 126 U 4	6-15-64	Dual (66) ft. steel & concrete overpasses - NP RY & CMSTP&P RR. (I 15-Butte N.).
	I-IG 15-2 (18) 131 U 1	7-31-64	3.6 miles grade, drain, recent stabilized base, aggregate & plant mix bituminous surfsrng. One 230 ft. steel & concrete overpass NP RY. Signing. (New alignment I-15-Butte N.E.).
	I-IG 15-2 (18) 131 U 2	9-30-65	3.6 miles fencing. (New alignment I 15-Butte N.E.).
	I 15-2 (19) 126	10-15-64	5.5 miles signing, delineation & lighting. (I 15-N. of Butte E.).
	I 15-2 (20) 127	6-15-64	3.5 miles grass seeding. (New alignment I 15-Butte E.).
6	I 94-1 (7) 50	10-30-64	1.3 miles signing & delineation. (New alignment I 94-S.E. of Hysham).
	I 94-2 (5) 55 U 1	6-15-64	6.4 miles (4.0 miles four-lane divided) grade, drain, surfsre, plant mix bituminous surfscing. (New alignment I 94-S.W. of Hysham).
	I 94-2 (5) 55 U 2	6-15-64	6.4 miles fencing. (New alignment I 94-S.W. of Hysham).
	I 94-2 (7) 51	10-30-64	16.2 miles signing & delineation. (New alignment I 94-S.W. of Hysham).
7	I 90-3 (11) 180	6-15-64	8.2 miles seeding & mulching. (U.S. 10-N.&S. of Deer Lodge.).
8	I 90-6 (13) 296 U 1	8-31-66	8.4 miles grade, drain, recent base stabilization, aggregate surfsre, Portland Cement concrete pavement & plant mix bituminous surface. Four prestressed concrete beam structures. Dual 113 ft. overpass-County Road. Dual 245 ft. underpasses-U.S. 10 west Bozeman Interchange. (New alignment I 90-Belgrade to Bozeman).
	I 90-6 (13) 296 U 2	8-31-66	8.4 miles fencing. (New alignment I 90-Belgrade to Bozeman).
9	I 90-7 (8) 387 U 1 &	6-15-64	5.4 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (U.S. 10-W. of Columbus).
	I-IG 90-8 (12) 388 U 1		
	I-IG 90-8 (12) 388 U 2	6-15-64	4.6 miles grade, drain, surfsrs, plant mix bituminous, seal coat oil. Frontage roads. (U.S. 10-W. of Columbus).
	I 90-7 (8) 387 U 3	6-15-64	5.4 miles fencing. (U.S. 10-W. of Columbus).
	I-IG 90-8 (12) 388 U 4	6-15-64	4.6 miles fencing. (U.S. 10-W. of Columbus).
	I 90-7 (11) 387 &		
	I 90-8 (18) 388	6-15-64	10.5 miles signing & delineation. (U.S. 10-W. of Columbus).
10	I 94-7 (6) 233	6-15-64	15.2 miles seeding & mulching. (U.S. 10-W. of Hilgus E.).
11	I 90-1 (16) 43	5-30-64	6.7 miles seeding & mulching. (U.S. 10-N.&S. of Superior).
12	I-IG 90-4 (7) 205 U 1	9-1-64	4.5 miles four-lane divided, grade, drain, recent stabilized base, surface & plantmix bituminous surfsring. Frontage roads. Rest areas, signing & delineation. (U.S. 10-S. of Deer Lodge).
	I-IG 90-4 (7) 205 U 2	6-30-64	Three prestressed concrete beam structures. One 205 ft. Anaconda Interchange. Dual 211 ft. overpasses - CMSTP&P RR. (U.S. 10-S. of Deer Lodge).
	I-IG 90-4 (7) 205 U 3	6-15-64	4.5 miles fencing. (U.S. 10-S. of Deer Lodge).
13	I-IG 90-2 (10) 110 U 1	7-1-64	4.3 miles four-lane divided, grade, drain, surfsre & plant mix bituminous surfscing. (New alignment I 90-W. of Bonner E.).
	I 90-2 (11) 114 U 1	9-1-64	4.9 miles four-lane divided, grade, drain, surfsre, plant mix bituminous surface. Frontage roads. (New alignment I 90-S.E. of Bonner).
	I 90-2 (11) 114 U 2	7-1-64	4.9 miles fencing. (New alignment - S.E. of Bonner).
	I-IG 90-2 (10) 110 U 2	6-15-64	4.3 miles fencing. (New alignment - W. of Bonner E.).
	I-IG 90-2 (10) 110 U 3	7-31-64	Eight structures. Dual 343 ft. Steel Plate Girder-Blackfoot River. Six prestressed concrete beams, dual 153 ft.-CMSTP&P RR. Dual 118 ft. frontage road separation. Dual 118 ft.-Turah Interchange. (New alignment-I 90-W. of Bonner E.).
	I 90-2 (20) 110	10-30-64	9.7 miles signing & delineation. (New alignment I 90-W. of Bonner E.).
	I 90-2 (22) 108	5-31-65	Four reinforced welded steel plate girder bridges - Dual 455 ft. & Dual 404 ft. - Clark Fork. (New alignment I 90-W. of Bonner E.
	I 90-2 (23) 110	6-15-64	One 265 ft. prestressed concrete beam underpass - U.S. 10. (New alignment I 90-W. of Bonner E.).
14	I-IG 90-8 (17) 433 U 1	9-30-64	5.3 miles four-lane divided, grade, drain, surface, plant mix bituminous surface. Neigh Station. (New alignment I 90-Laurel E.).
	I-IG 90-8 (17) 433 U 2	6-30-64	Eight structures. Two 364-ft. steel overpasses (U.S. 212-Laurel Interchange) six prestressed concrete beam structures, one 245 ft. county road separation, two 118 ft. Mossman Interchange & three 40 ft. BBHA Canal. (New alignment I 90-Laurel E.).
	I-IG 90-8 (17) 433 U 3	9-30-64	5.3 miles fencing. (New alignment I 90-Laurel E.).
	I 90-8 (24) 433	10-30-64	5.3 miles signing & delineation. (New alignment I 90-Laurel E.).
15	I 15-8 (14) 357 U 1	11-1-64	12.0 miles, grade, drain, surface, plant mix bituminous surface, rest area & signing. (U.S. 91-N. of Shelby).
	I 15-8 (14) 357 U 2	12-31-64	Two prestressed concrete beam structures, one 168 ft. Co. Rd. Interchange, one 118 ft. Ollmont Interchange. (U.S. 91-N. of Shelby).
	I 15-8 (14) 357 U 3	6-15-64	12.0 miles fencing. (U.S. 91-N. of Shelby).
	I 15-8 (15) 357	6-15-64	12.0 miles seeding & mulching. (U.S. 91-N. of Shelby).
16	I 90-2 (16) 81	9-30-64	One 879-ft. welded steel plate girder bridge-Clark Fork. Dual 123-ft. prestressed concrete beam bridges-Nine Mile Interchange. (U.S. 10-E. of Alberton).
	I-IG 90-2 (18) 82	11-30-64	One 981 ft. welded steel plate girder bridge-Clark Fork & CMSTP&P RR. (U.S. 10-E. of Alberton).
	I-IG 90-2 (21) 80 U 1	11-15-64	4.3 miles (2.6 miles four-lane divided) grade, drain, surface, plant mix bituminous surfsre. Signing. (U.S. 10-E. of Alberton).
	I-IG 90-2 (21) 80 U 2	11-15-64	4.3 miles fencing. (U.S. 10-E. of Alberton).
	I 90-1 (23) 75	6-15-64	2.8 miles seeding & mulching. (U.S. 10-Alberton W.).
	I 90-2 (26) 78	6-15-64	2.2 miles seeding & mulching. (U.S. 10-Alberton E.).
17	I 90-6 (12) 309	6-15-64	5.3 miles seeding & mulching. (U.S. 10-E. of Bozeman).
	I-IG 90-6 (2) 309 U 3	9-15-64	5.3 miles seal coat oiling. (U.S. 10-E. of Bozeman).
18	I 90-3 (8) 114	6-15-64	4.4 miles seeding & mulching. (U.S. 10-E. of Forsyth).
19	I-IG 90-4 (9) 276	6-30-64	Dual 739 & 644-ft. prestressed concrete beam structures-CMSTP&P RR., NP RY., & Madison River. (U.S. 10-E. of Three Forks).
	I-IG 90-6 (10) 282 U 1	7-31-64	5.0 miles four-lane divided, grade & drain. Three prestressed concrete beam structures. Dual 158 ft.-CMSTP&P RR. One 235 ft. Manhattan Interchange. (U.S. 10-E. of Three Forks).
	I-IG 90-6 (10) 282 U 2	7-31-64	5.0 miles fencing. (U.S. 10-E. of Three Forks).
	I-IG 90-6 (15) 276	9-28-64	10.5 miles rement stabilized base, aggregate surfacing, concrete pavement & signing. (U.S. 10-E. of Three Forks).
	IG 90-6 (11) 287	7-31-64	Dual 169 ft. prestressed concrete beam overpasses NP RY. (U.S. 10-E. of Three Forks).
20	I 15-4 (16) 194	6-15-64	12.7 miles signing. (U.S. 91-Helena N.).
	I 15-4 (17) 204	6-15-64	3.4 miles signing. (U.S. 91-Helena N.).
	I 15-4 (9) 194 U 3	9-15-64	12.7 miles seal coat oiling. (U.S. 91-N. of Helena).
	I 15-4 (12) 207 U 3	9-15-64	3.4 miles seal coat oiling. (U.S. 91-N. of Helena).
21	I 94-1 (11) 119	6-15-64	28.7 miles grading & mulching. (U.S. 10-W. of Miles City E.).
22	I 90-8 (11) 444	6-15-64	Dual prestressed concrete beam bridges, 185 & 190 ft.-West Billings Interchange. (U.S. 10-S.W. of Billings).
	I 90-8 (25) 438	9-1-64	6.1 miles signing & delineation. (U.S. 10-W. of Billings).
	I 90-8 (19) 443 U 1	9-1-64	1.2 miles grade, drain, aggregate & plant mix bituminous surfce. Signing & delineation. (U.S. 10-West Billings Interchange).
	I 90-8 (19) 443 U 2	9-1-64	1.2 miles fencing. (U.S. 10-West Billings Interchange).
23	I 15-4 (18) 210 U 1 &	11-30-64	2.1 miles four-lane divided, grade, drain, surfsre, plant mix bituminous surfscing & signing. (U.S. 91-S. of Wolf Creek).
	I 15-4 (21) 210		
	I 15-4 (18) 210 U 2	11-30-64	2.1 miles fencing. (U.S. 91-S. of Wolf Creek).
	I-IG 15-4 (19) 211	7-31-64	Four prestressed concrete beam structures, dual 534 ft. Spring Creek Interchange, GN RY & Prickly Pear Creek, dual 135 ft. Lyons Creek Separation. (U.S. 91-S. of Wolf Creek).
	I 15-4 (20) 212 U 1	9-30-64	5.8 miles grade, aggregate surface, plant mix bituminous surfscing & signing. Rest Area. (U.S. 91 - Wolf Creek S.).
	I 15-4 (20) 212 U 2	9-30-64	5.8 miles fencing. (U.S. 91-Wolf Creek S.).
	I 15-4 (20) 210	11-30-64	Dual 519 ft. Steel Bridge-Little Prickly Pear Creek. (U.S. 91-Wolf Creek S.).
24	I 94-2 (6) 61 U 1	9-1-64	5.6 miles grade, drain, surfsre & plant mix bituminous surfsring. One 143 ft. prestressed concrete beam overpass-Hysham interchange. (New alignment I 94-S.W. of Hysham).
	I 94-2 (6) 61 U 2	9-1-64	5.6 miles fencing. (New alignment I 94-S.W. of Hysham).
25	I 15-8 (11) 383 U 2	6-15-64	4.5 miles fencing. (U.S. 91-Sweetgrass S.).
	I 15-8 (11) 383 U 1	12-15-64	4.5 miles (1.2 miles four-lane divided) grade, drain, plant mix bituminous surfscing & signing. One 250 ft. prestressed concrete beam bridge-Sweetgrass Interchange. (U.S. 91-Sweetgrass S.).
	I 15-8 (16) 383	6-15-64	4.5 miles seeding & mulching. (U.S. 91-Sweetgrass S.).
26	I 15-1 (17) 46 U 2	9-30-64	5.3 miles grade, drain, surface, plant mix bituminous surface. One 17 ft. concrete slab junior grade separation & signing. (U.S. 91-Armstead N.).
	I 15-1 (17) 46 U 3	9-30-64	5.3 miles fencing. (U.S. 91-Armstead N.).
27	I 90-1 (21) 67	6-30-65	One 807 ft. continuous welded plate girder bridge-Clark Fork. (U.S. 10-W. of Alberton).
	I 90-1 (22) 71	7-31-65	One 762 ft. continuous welded plate girder bridge-Clark Fork. (U.S. 10-W. of Alberton).
	I-IG 90-1 (27) 65 U 1	11-15-65	6.6 miles grade, drain, aggregate & plant mix bituminous surface. Signing. (U.S. 10-W. of Alberton).
	I-IG 90-1 (28) 72 U 1	11-15-65	3.7 miles grade, drain, aggregate & plant mix bituminous surface. Frontage Road. Rest Area. Signing. (U.S. 10-W. of Alberton).
	I-IG 90-1 (27) 65 U 2	5-30-65	6.6 miles fencing. (U.S. 10-W. of Alberton).
	I-IG 90-1 (28) 65 U 2	5-30-65	3.7 miles fencing. (U.S. 10-W. of Alberton).
	I-IG 90-1 (26) 66	6-30-65	Three structures. One 445 ft. steel & concrete overpass-CMSTP&P RR. and Frontage Road. One 338 ft. steel & concrete overpass NP RY. One 198 ft. prestressed concrete underpass-Fish Creek Interchange. (U.S. 10-W. of Alberton).
	I-IG 90-1 (28) 71	9-30-64	One 190 ft. prestressed concrete beam overpass-NP RY. (U.S. 10-W. of Alberton).
28	I 90-1 (25) 59	10-31-65	One 826 ft. welded plate girder bridge-Clark Fork. (U.S. 10-S.W. of Superior).
	I 90-1 (24) 54	8-31-65	One 757 ft. welded plate girder bridge-Clark Fork. (U.S. 10-S.W. of Superior).
29	I 94-6 (7) 216	7-15-65	4.2 miles signing. (U.S. 10-E. of Glendive).
	I 94-6 (8) 221 U 1	7-15-65	12.8 miles grade, drain, aggregate & plant mix bituminous surface, widen one 106 ft.-Griffith Creek. One 120 ft. prestressed concrete beam bridge-Hodges Road Separation. (U.S. 10-E. of Glendive.) Signing & delineation.
	I 94-6 (8) 221 U 2	7-15-65	12.8 miles fencing. (U.S. 10-E. of Glendive).

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID PRIMARY PROJECTS		
101	F 33 (6) & F 108 (4)	4-30-64	8.0 miles grade, drain, aggregate & plant mix bituminous surface. One 213 ft. prestressed concrete beam bridge-Milk River. (U.S. 87-E. of Harlem).
102	F 50 (10) & F 267 (1))	10-15-64	4.2 miles aggregate & plant mix bituminous surfacing. (Montana 200-E. of Lincoln).
103	F 154 (7) U 2	8-31-64	One 213 ft. prestressed concrete beam bridge-Milk River. One large structural plate pipe-under concrete irrigation Canal. (U.S. 2-S. of Harlem).
104	F 239 (13)	7-1-65	4.8 miles (0.1 mile Portland Cement concrete pavement, grade, drain, aggregate surface & plant mix bituminous surfsre. (U.S. 12-White Sulphur Springs N.E.).
	S (11)	7-1-65	5.2 miles grade, drain, aggregate surface & plant mix bituminous surfsre. Widen 25 ft. timber bridge-4 mile Creek to 40 ft. roadway. (U.S. 12-White Sulphur Springs N.E.).
105	F 133 (18)	6-15-64	0.6 miles seeding & mulching. (U.S. 10-W. of Miles City,).
106	F-NH 68 (12) U 1	7-1-64	2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surfsre. Signing & delineation. (U.S. 10A-E. of Anaconda).
	F-NH 68 (12) U 2	8-15-64	Four prestressed concrete beam bridges, dual 70 ft. Clark Fork & dual 148 ft. NP RY. (U.S. 10A-E. of Anaconda.).
	NH-F-PH 68 (8)	6-15-64	2.7 miles fencing. (U.S. 10A-E. of Anaconda.).
107	F 134 (6)	9-30-64	0.7 miles grade, drain, surface & plant mix bituminous surfsre. (U.S. 212-Laurel S.).
	F 134 (7)	10-30-64	0.7 miles signing & delineation. (U.S. 212-Laurel S.).
108	F 219 (18)	6-15-64	0.2 miles grade, drain, aggregate & plant mix bituminous surfsre. One 65 ft. prestressed concrete beam bridge-Rattlesnake Creek. (U.S. 10-In Missoula).
109	F 220 (8)	10-31-64	3.3 miles grade, drain, aggregate surfsrs, & plant mix bituminous surfsre. (U.S. 2-E. of Cut Bank.).
110	F 134 (6)	10-31-64	4.2 miles grade, drain, aggregate surfsre and plant mix bituminous surfsre. (U.S. 2-E. of Cut Bank.).
110	FHP 6-2 (11), 3 (1)	1964	16.7 miles bituminous paving. (U.S. 10A-Trout Creek vicinity.).
111	F 142 (19) & F 252 (15)	9-15-64	9.8 miles, grade, drain, surface & plant mix bituminous surfsre. (U.S. 87-N.W. of Fort Benton.).
112	F 191 (24)	8-31-65	5.9 miles grade, drain, aggregate & plant mix bituminous surfsring. (U.S. 93-S. of Kalispell.).
	F 191 (19) U 2	9-15-64	5.5 miles seal rest oiling. (U.S. 93-S. of Kalispell.).
113	F 217 (11)	10-15-65	9.2 miles grade, drain, aggregate & plant mix bituminous surfsre. Relocation portion of NP RY trackS. (U.S. 89-S. of Livingston.).
114	F 245 (16)	10-30-64	5.3 miles grade, drain, aggregate & plant mix bituminous surfsre. One 112 ft. prestressed concrete beam bridge-Deer Creek. (Montana 10-N.E. of Glendive.).
115	U FG 228 (16)	6-15-64	1.5 miles grade, drain, cement stabilized base, surfsre, reinforce pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP RR. (U.S. 10-In Billings).
	F 228 (19) U 1	9-1-64	0.6 mile grade, drain, aggregate & plant mix bituminous surfsre. Signing & delineation. (U.S. 10-West Billings Interchange.).
	F 228 (19) U 2	9-1-64	0.6 mile fencing. (U.S. 10-West Billings Interchange.).
	F 228 (21)	6-15-64	1.5 miles signing, signals & lighting. (U.S. 10-In billings).
116	F 264 (8)	10-31-64	6.6 miles grade, drain, aggregate & plant mix bituminous surfacing. (U.S. 12-Townsend E.).
117	F 157 (16) U 3	9-15-64	5.0 miles seal rest oiling. (Montana 22-N.W. of Miles City.).
118	F 149 (20)	6-30-64	0.4 miles signing & delineation. (U.S. 87-N. of Great Falls.).
	F 395 (3) & F 395 (5)	6-30-64	1.5 miles signing & delineation. (14th & 15th St.-In Great Falls.).
119	F 235 (25)	6-15-64	7.6 miles grade, drain, surfsre, plant mix bituminous surfsre. One 81 ft. prestressed concrete beam bridge - Otter Creek. (U.S. 87 - W. of Stanford.).
	F 235 (31)	6-15-64	4.0 miles plant mix bituminous surfsre. (U.S. 87-W. of Stanford.).
120	F 124 (5)	7-1-64	2.4 miles grade, drain, surface & plant mix bituminous surfsring. (Hysham connection to Interstate.).
	F 124 (6)	10-30-64	2.4 miles signing & delineation. (U.S. 10-Hysham Connection to Interstate 94.).
121	F NG 219 (16) U 1	6-15-64	9.8 miles grade, drain, surfsre & plant mix bituminous surfscing. (U.S. 10A-N.W. of Missoula.).
	F 219 (19)	9-15-64	9.8 miles seeding & mulching. (U.S. 10A-N.W. of Missoula.).
122	F 9999 (1)	6-15-64	119 miles signing. (U.S. 10,10A, & 93-Missoula to Kalispell.).
123	F 191 (20) U 1	6-15-64	7.3 miles (2.5 miles grade & drain) surfsre, plant mix bituminous & seal rest oiling. (U.S. 93-N. of Pdson.)
124	F 240 (13)	11-15-64	9.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Montana 200-S.E. of Carrie.).
126	U 227 (6) & F 388 (6)	6-15-64	2.6 miles street widening, furbs, plant mix bituminous surfscing, traffic signals & signing. (10th Ave.S.-ByPass-In Great Falls.).
	F 388 (7)	6-30-64	0.6 miles highway lighting. (10th Ave.S.-In Great Falls.).
127	F 124 (15)	6-15-64	1.1 miles seeding & mulching. (U.S. 10-N. of Deer Lodge.).
128	SVFO 41 (1)* *	1964	1.0 miles grade, drain, aggregate & plant mix bituminous surfacing. One 36 ft. concrete slab bridge - Cougar Creek. (U.S. 191-N. of W. Yellowstone.).
129	F 238 (8) U 3	9-15-64	6.5 miles seal rest oiling. (Montana 287-N. of Wolf Creek.).
134	F 176 (7)	7-10-64	5.3 miles grade, drain, surface & plant mix bituminous surfacing. (Montana 20-E. of Sidney.).
138	F 210 (3)	6-15-64	6.0 miles plant mix bituminous surfacing. (U.S. 89-W.of Browning.).
	F 227 (5)	6-15-64	4.0 miles plant mix bituminous surfacing. (U.S. 89-N.E. of Browning.).
	F 227 (6)	6-15-64	4.3 miles grade, drain, surfsrs, & plant mix surfacing. (U.S. 89-N.W. of Browning.).
139	FAU 13-3 (1)*	1964	4.1 miles grade, drain & base. One 60 ft. reinforced concrete bridge-Bear Creek. One 26 ft. reinforce slab bridge - Devil Creek. (U.S. 2-S.E.-In. Chester.).
140	F 207 (4)	9-15-64	5.5 miles grade, drain, aggregate & plant mix bituminous surface. Four 20 ft. reinforce bridges. (U.S. 191-N. of Bozeman.).
141	F 86 (22)	6-15-64	0.8 miles seeding & mulching. (U.S. 10-S.W. of Miles City).
145	F 157 (19)	7-15-64	10.9 miles, grade, drain, surfsre, & plant mix bituminous surfsre. Widen one 16m ft. Concrete T Beam Bridge to 28 ft. roadway. S. Fork Sunday Creek. One 122 ft. prestressed concrete beam bridge-W. Fork Sunday Creek. (Montana 24-N.W. of Miles City.).
	FEDERAL AID SECONDARY PROJECTS		
201	S 311 (5)	8-31-64	0.9 miles grade, drain, aggregate & road mix bituminous surface. One 213 ft. prestressed concrete beam bridge-Milk River. (U.S. Chinook.).
202	S 58 (6)	8-31-65	1.1 miles grade, drain, aggregate & plant mix bituminous surfsrs. One 650 ft. welded steel plate girder bridge-Flathead River. One 128 ft. prestressed concrete beam overpass-NP RY. (Perma North).
203	S 436 (8)	8-30-64	1.2 miles grade, drain, surfsre. One 562 ft. riveted plate girder bridge. (N. of U.S. 10 & Montana 47.).
204	S 316 (11)	9-30-64	7.6 miles grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank.).
205	S 318 (4) & S 347 (11) *	8-31-65	8.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Ekalaka S.).
	S 318 (4) & S 347 (10)	8-31-64	8.2 miles fencing. (Ekalaka S.).
206	S 192 (3)	6-15-64	Dual prestressed concrete beam bridges. I 90 Separation. (2.4 of Billings.).
	S-S 192 (4) U 1	7-1-64	1.0 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (Connection to W. Billings Interchange.).
	S-S 192 (4) U 2	7-1-64	1.0 miles fencing. (Connection to W. Billings Interchange.).
	S-S 192 (5)	6-30-64	One 140 ft. prestressed concrete beam overpass. -NP RY. (2.4 of Billings.).
208	S 18 (6)	10-30-64	7.3 miles grade, drain, aggregate & plant mix bituminous surface. One 116 ft. prestressed concrete beam bridge-Musselshell River. (Twodot S.).
209	FAP 11-1 (2) *	1964	32.5 miles plant mix bituminous surfscing. (U.S. 12-Lolo to Idaho State Line.).
210	S 359 (7)	10-15-64	3.0 miles grade, drain, aggregate & plant mix bituminous surfscing. One 50 ft. treated timber bridge-Drainage. (Giraulme S.).
211	E-SO 41 (1) **	1964	13.0 miles grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges, 75 ft.-Grayling Creek & 124 ft.-Beaver Creek. Widen 83 ft. reinforce girder bridges-Cabin Creek. (N.W. of W. Yellowstone.
212	S-S 218 (2)	4-30-65	0.6 miles grade, drain, aggregate & plant mix bituminous surfacing. One 34 ft. concrete underpass-Dakota Street. Two 38 ft. steel underpasses - CMSTP&P RR.
	S 218 (7)	6-15-64	1.0 mile grade, drain, aggregate & plant mix bituminous surface. (Russell St.-S. of Missoula.).
213	S 341 (13)	8-1-64	5.0 miles grade, drain, aggregate & plant mix bituminous surface. (N.W. of Havre.).
214	S 65 (6)	6-15-64	4.9 miles grade & drain. One 245 ft. prestressed concrete beam bridge-Swan River. (.. of Big Fork.).
	S 65 (7)	9-15-64	4.9 miles aggregate & plant mix bituminous surface. (S. of Big Fork.).
215	NH-S 370 (13)	6-15-64	Reset 234 rods of fencing. (N. of Wilsall.).
	S 370 (15)	6-15-64	6.7 miles grade, recent stabilized base, drain, plant mix bituminous & seal rest oiling. (N. of Wilsall.).
216	S 307 (14)	9-1-64	4.1 miles grade, drain, aggregate & plant mix bituminous surface. Widen three timber bridges to 28 ft.-Little Battle Creek, two 75 ft.-Butte and Cooley Steel Creek. (S.E. of Geraldine.).
217	S 384 (3)	6-15-64	2.7 miles grade, drain, bituminous stabilized base, aggregate & plant mix bituminous. (Sidney Loop.).
218	S 417 (3)	6-15-64	7.3 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Plentywood.).
219	S 85(00) U 2 & S 83 (3) U 2	6-15-64	Three prestressed concrete beam bridges. One 92 ft. & 21 ft.-Horse Prairie Creek. One 71 ft.-Medicine Lodge Creek. (Armstead S.).
220	S 142 (7)	9-30-64	3.2 miles grade, drain, aggregate & plant mix bituminous surface. (N.E. of Laurel.).
221	S 127 (8)	6-15-64	7.0 miles grade, drain, surface & plant mix bituminous surfacing. (Hapalje S.).
222	S 401 (3) U 1	6-15-64	8.2 miles grade, drain & aggregate surfacing. (Pisera S.).
	S 401 (3) U 2	6-30-64	Two 132 ft. prestressed concrete beam bridge - Sandstone & .. Fk. Sandstone Cr. (Plevna S.).
223	S 290 (16) & S 307 (12)	7-1-64	4.7 miles grade, drain, surface, & plant mix bituminous surfacing. Widen three timber bridges. (N. of Geraldine S.).
224	S 413 (3)	10-30-64	1.9 miles grade, drain, aggregate & plant mix bituminous surface. One 102 ft. prestressed concrete beam bridge - Flint Creek. (S. of Drummond E.).
	S 416 (3)	10-30-64	2.5 miles grade, drain, aggregate & plant mix bituminous surfsre. (S. of Drummond W.).
	S 413 (2)	8-1-64	1.9 miles fencing. (S. of Drummond E.).
	S 414 (2)	8-1-64	2.5 miles fencing. (S. of Drummond W.).
225	S 240 (15)	7-15-64	13.2 miles (part aggregate surface) plant mix bituminous surfacing. (Fruid S.).
226	S 418 (3)	8-31-64	0.7 miles grade, drain & aggregate surface. One 245 ft. prestressed concrete bridge-Poplar River. (N.E. of Poplar.).
227	S 407 (2)	10-31-64	0.3 miles grade, drain & aggregate surface. One 657 ft. welded steel plate girder bridge-Clark Fork. (S.E. of Alberton.).
228	S 361 (12)	7-15-64	0.6 miles grade, drain, surface, & plant mix bituminous surfacing. (Airport W. to E.).
229	S 414 (3)	11-15-65	0.4 mile grade, drain, aggregate surface. 0.7 mile plant mix bituminous surface. (Approach I 90 Separation-N. of Alberton.).
230	S 15 (10)	9-1-64	15.0 miles plant mix bituminous surface. (S. of Flaxville.).
231	S 2 (15) U 2	9-15-64	1.8 miles seal coat oiling. (N. of Helena.).
232	S 68 (5) U 2	9-15-64	13.0 miles seal coat oiling. (Winifred N.).
233	S 259 (2) U 2	9-15-64	9.0 miles seal coat oiling. (N.E. of Forsyth.).
234	S 131 (3) U 2	9-15-64	6.5 miles seal coat oiling. (Brady E.).
235	S 334 (9) U 2	9-15-64	6.6 miles seal coat oiling. (S. of Chester.).
236	S 9 (10)	8-28-64	3.7 miles reshape, aggregate & plant mix bituminous surface. (S. of Boulder.).
237	S 107 (9)	11-1-64	7.0 miles grade, drain, aggregate & plant mix bituminous surface. Widen timber bridge to 32 ft. roadway. (N.E. of Conrad.).
238	S 400 (3)	11-1-64	6.4 miles grade and drain. (S. of Hamilton E.).
239	S 426 (3)	8-31-64	One 198 ft. prestressed concrete beam bridge-Judith River.
247	S 368 (17)	7-10-64	8.7 miles aggregate, plant mix bituminous surfacing & seal coating. (N. of Glasgow.).
248	S 402 (3)	6-15-64	7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (N.E. of Culbertson.).
250	S 121 (4)	9-15-64	11.6 miles (1.0 mile grade & drain) aggregate & plant mix bituminous surfacing. (Intic to

In celebrating the 100th anniversary of Montana becoming a territory, we should pause and reflect on the heritage given us by those that played a part in opening up the West.

Leaving their homes and proceeding westward, these folks made many sacrifices and faced many unknowns.

We therefore dedicate this issue of "Center Line" to our early citizens and trust that todays leaders and citizens will leave as great a heritage for our descendants.

The photos, loaned to "Center Line" by Mr. Les Jorud, illustrate three early modes of transportation in Montana.

A team, or rather a span of oxen, pulling a covered wagon on the Bozeman Road about 1866.

A stagecoach just emerging from Prickly Pear Canyon, just north of Helena.

A wagon just entering Prickly Pear Canyon where 4-lane Interstate now enters.

This old daguerreotype shows the Bozeman Trail winding across the hills of southern Montana.

Helena

We are proud of one of our youngsters, Helen Delano, daughter of genial Fred Delano of Planning Survey, for being selected as Salutatorian of the Helena High School class of 1964.

Homer Wheeler has been transferred into headquarters to work with Bill Purvis in the construction division. He will be working on field inspections.

Jack Cameron of Accounting is on a leave of absence during the summer months to serve as auditor and cashier at Montana's World's Fair Exhibit in New York.

We're glad to have Ernie Neath and Chet Dreher back from the east, where these staff members of Center Line served on the staff of the Centennial Train. Their comment was 'whew,' what a lot of work. Ernie was the advance man for the train and Chet was photographer and reporter. Chet joined the train in Cincinnati, and the news immediately began flowing back to Helena and Montana, of the fine reception and wonderful salesmanship being done by the 300 men and women on the train.

Both agreed that it was a fine experience but an awful lot of hard work.

Both G.V.W. and State Parks have moved from the old Intermountain Union building to the downtown Bell Motel on upper last Chance Gulch.

The Deaconess school has sold the land which the Intermountain College formerly occupied. The land will be used for a large shopping area.

Billings

An informal gathering of all available personnel was held on April 3rd, to wish Paul Johnson the best of luck as Acting State Highway Engineer. The party was held the first time Mr. Johnson was back in Billings after his appointment and consequently was held on short notice. A large cake, suitably decorated with a Controlled Access Highway and some of our "Big Sky", along with coffee, was enjoyed by all. We again extend our best wishes to Mr. Johnson and hope to see him often when he is in Billings.

All of us in the Billings Division extend our congratulations and best wishes to C. R. Mackey on his promotion to Division Construction Engineer.

The 'Big Sky' Credit Union, which was formed about four months ago, is now functioning very satisfactorily. Small loans are being made to members for nearly any worthy use, such as travel expenses, appliances, etc., at a low rate of interest. As the organization expands, larger loans may be made to finance cars, furniture, and similar purchases.

Officers of the new organization are as follows: Charles Grimes, President; D. L. (Buck) Homewood, Vice-President; George Haider, Sec'y.-Treas.; Ken Hartman and Mel Storm, Directors. At present there are sixty-seven members. All employees with administrative headquarters in Billings are eligible to join.

An occasional visitor around the Division is the ever-popular Glen Hallam, retired highway employee. Since his retirement, Mr. Hallam has traveled extensively and has become a bona fide rock hound. He has a beautiful collection of cut and uncut specimens which he has gathered all the way from Eastern Montana to the Desert Southwest. Glen sends his best wishes to his many friends in all the divisions.

Another recent visitor was Mr. Miles Throop, retired maintenance foreman. Miles states that he enjoyed the winter without the tensions that go with sanding icy roads and plowing snow. Miles has just returned from a pleasant trip to the Southwest.

Mr. Vance E. Cady has been promoted to sectionman at Busby. Congratulations and good luck, Vance.

Beards and bald faces are about equal in number around the Division. The Abe Lincoln and Mitch Miller types are more popular.

Joe Gallagher's survey crew recently prevented a local resident from committing suicide. While working on a location, the crew spotted a car with a hose from the exhaust pipe to the front window. They knocked a window out of the car, killed the motor and summoned the sheriff and ambulance. So far, the victim has not come around to offer his thanks. . . .

Glendive

Brothers of the Brush

Kneeling—Pat Kelly, Norman Entzel, Emil Roesler, Wild Bill Spracklin, Art Kuntz, Ed Lovaas, Dick Chrest, Babe Hartze, Gene Vest. Standing—Guy Uchytil, Gil Paulson, Marvin Mitchell, Wayne Monte, John Datta, Anton Scherting, Floyd Schram, Lloyd Henry, Mel Kegley, Jack Birch, Mike Kelly, Rusty Wrigg, andd Bernie Kelly.

Compared to the recent picture of the Bozeman Vigilante-Lookin' group of bearded creatures, Glendive's Cactus Club weirdies and Red Trail Travelers are something to look at and be compelled to think that maybe these young uns are trying to hide more than their faces.

At a meeting of the fuzzy-faced highway employees on Friday, April 10th, a Charter of the Brothers of the Brush was formed and a group consisting of highway employees only, will be chartered under the fittin' name of Montana Highway Department Cactus Club. Officers were elected as follows: Big Brush (Elton-Babe Hartze), Board of Governor's Representative; Main Brush, Bernie Kelly (President); Writer Brush and Money Brush, Floyd Schram (Secretary-Treasurer); then the newly elected officers held their first meeting and decided to challenge any chartered group of the Brothers of the Brush in this area to a contest of any kind so named by the challenged group, such as softball game, tug-of-war, tree chopping, bronc riding, checkers, etc., and if there were no challenges from local groups, they would challenge surrounding charters. Their slogan is "*We are the Greatest,*" and with these faces and their well-voiced opinions, who can doubt it?

Fred L. and Elaine Rilla are proudly displaying new parents' smiles over their first young'un, who was born on April 14th. He was a large 8 lb. 7 oz. boy by the name of Duane Joseph and mother and son are doing fine. Don't know about the father, as I haven't gotten a word either way—he just walks around grinning.

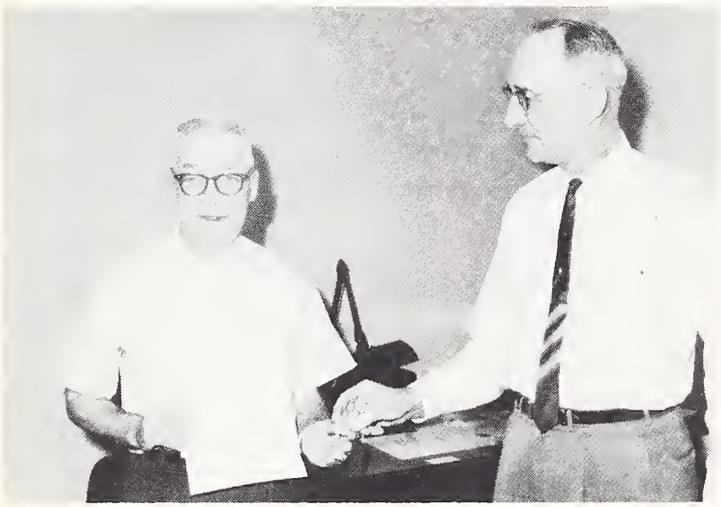
Great Falls

George Davis, Resident Engineer located at Great Falls, is home recuperating from major surgery performed in the Veterans' Hospital at Fort Harrison. Nature of Mr. Davis' operation stems from a Purple Heart injury acquired in Italy during WW II—lo, these many years ago.

Evidently survey crew signs are now in season! One of our survey crews had their signs posted as required while doing their survey work. When the crew picked up these signs it was noted that one sign had a bullet hole in it! ! ! Thank heavens it was a sign and not a surveyor. This being a Centennial year—wonder if we can prevail upon Mr. Fulkerson to issue us Frontier Colts (complete with fast draw holsters that we can attach to our new seat belts) and then we can defend ourselves in the manner of the old wild and wooly West.

L. W. "My" Stainsby, long time maintenance employee has had the unpleasant mis-

fortune of incurring a physical defect, which according to the doctors may force him into premature retirement. Nature of "My's" difficulty is a rupturing blood vessel in the cranial cavity. It is the hope of everyone that the Dispenser of Miracles takes not and acts accordingly.



District Engineer, B. B. Briscoe (above) presents Mr. John J. Murrill with his 30-year pin. John is the Division Office Manager

Mr. B. B. Briscoe is shown with the trophy he was awarded for high singles, 662.

We had a shot of Ben *smiling*, but he wouldn't let us send it in---afraid he would ruin his image.

HAVRE

Congratulations to Life Scout John William Shortell, who was the recipient of the Pro Deo et Patri, God and Country Award, at St. Paul's Lutheran Church Sunday, May 3, 1964. This is one of the most difficult Boy Scout awards to attain and the highest award given to a Boy Scout by the Lutheran Church. It's not a wonder then that Mr. and Mrs. Xavier Shortell are proud of their son, John. Xavier, or "X" as he is generally known, is one of Havre Division's fine mechanics.

BOZEMAN

Contrary to your first impression this is not Alaska. We are most certain that this picture will indicate the amount of snow the boys had to work in while running centerline on the F 244 (8) Project southeast of Ennis.

The picture (standing left to right) shows Archie Little, Raymond W. Esp, who is Project Engineer, Martin J. Kolence and Timothy P. Fitzgerald standing under a snowbank. These men have been hampered with strong winds and heavy snowstorms, but have kept on the job and they are quite happy to see Spring here at last!

The Bozeman bowlers would like to thank all those individuals in Great Falls who worked so hard to make the bowling tournament a success and also for the courtesy extended these gentlemen while attending the bowling tournament recently.

BOWLING TOURNAMENT RESULTS

Following are some statistics relative to the Third Annual Bowling Tournament held in Great Falls, April 18th and 19th. At the close of entries on Sunday, April 19th, thirty teams had entered, 69 doubles, 138 singles and 123 all events. The winners of the various events were:

Team Event—Billings Maintenance Local 225 score 2,944. Members, Bill Mankin, Harold Dunbar, Paul Love, George Haider and Foy Sturdevant. Second place—Helena Four plus 1 and in third place was the Glendive Five.

Doubles—G. Sprout and D. Segota, Bozeman, score 1,213. Second place, J. Rege and A. Calendar, Great Falls and Third place, L. Lesofski and J. Trankel, Great Falls.

Singles—Dist. Engineer B. B. Briscoe, Great Falls all around athlete, and incidentally, Bowler of the Year, score, 662. Second place, Geo. Snyder, Helena, and Third place, C. O. Gransberg, Billings.

All Events—B. Knapp, Helena, score 1,830. Second place, D. Segato, Bozeman and Third Place G. Finley of Helena.

Alibis—The reason for the long delay in the bowlers receiving their money and trophies is due to the fact that only three entries were accompanied by certifications from their respective League secretaries prior to this tournament. Consequently, the bowling committee had no choice but to wait for certification for those bowlers who placed "in the money."

Of Interest—"Skip" Mayer, Helena, received a triplicate patch for a 3-game 167 series. J. Gipe, Havre, missed a triplicate with a 177-177-178 series.

Ironic—Not one scratch 600 series was bowled in the entire tournament.

Bouquets—Many thanks and all credit for a very successful tournament is extended to Dale D. Moore and "Sonny" Farry, the two members of the Bowling Committee who did all the work. They, in turn, wish to thank all the bowlers who participated in this event. She was a good one, and we hope to see you in Lewistown next year!

DEDICATION OF HEADQUARTERS

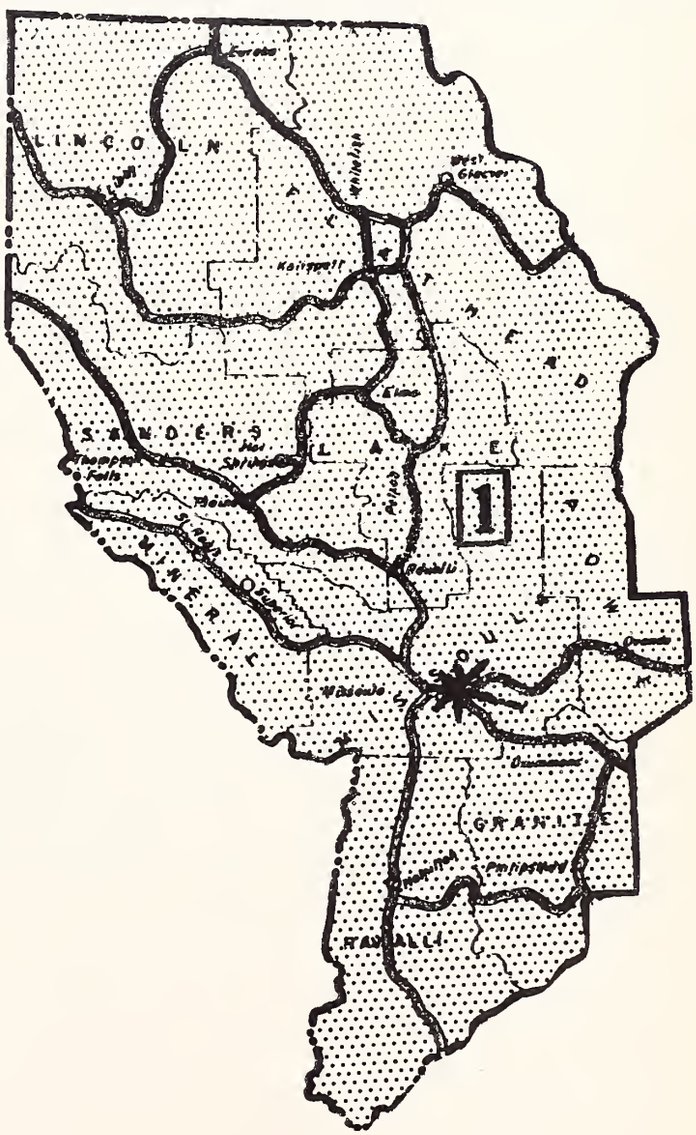
The new MHD offices and shop at Missoula were successfully launched into service on Saturday, May 23, with approximately 400 visitors attending the affair.

According to Oscar Ostenson (above), 110 attended the no-host banquet that evening. A goodly number of these were MHD personnel from Missoula and other areas.

There were many beautiful bouquets of flowers, and all visitors were served coffee and home-made cookies.

In commenting on the dedication, Oscar Ostensen said: "I am certainly grateful to all those who made the occasion a success. The employees who worked hard to clean up the building, (many on their own time), the wives who made and served the refreshments, those who sent fldowers, the personnel who served as guides, and of course, all those who took time to visit us. We thank you, one and all."

Many favorable comments were received from the visitors, who were duly impressed with the new facilities. The fact that there was plenty of room for expansion in the future seemed to appeal to those in attendance.



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